



For Metro Vancouver meetings on Friday, November 26, 2021

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: media@metrovancouver.org.

Metro Vancouver Regional District

Election of Board Chair and Vice Chair

Director Sav Dhaliwal was elected as Board Chair by acclamation.

Director Linda Buchanan was elected as Board Vice Chair by acclamation.

E1.1 Final Report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability **APPROVED**

The Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability was established as a joint federal-provincial panel in 2019 to examine rental and ownership housing supply and to develop actionable recommendations for the governments of Canada and BC that would increase housing supply and affordability.

This report highlights the policy issues and potential implications of the recommendations made by the panel, and provides an opportunity to communicate feedback to the Province and request continued engagement with local governments, given the critical role they play in facilitating the supply of affordable housing.

The Board resolved to send a letter to the Minister of Municipal Affairs, the Attorney General and Minister Responsible for Housing, and the Minister of Finance expressing support for the overall goals of the final report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability, and requesting that the Province engages with Metro Vancouver member jurisdictions and other BC municipalities and regional districts before advancing any of the policy issues and recommendations that have implications for local governments.

E1.2 Metro Vancouver 2040: Shaping our Future - 2020 Annual Performance Monitoring Report **RECEIVED**

The Local Government Act and *Metro 2040* require the preparation of an annual report on the regional growth strategy's progress. The *2020 Annual Performance Monitoring Report* provides a summary update on the performance measures with relevant annual change and available data. A complete profile of *Metro 2040's* performance measures with a detailed data breakdown is available in the *Metro 2040* Performance Monitoring Dashboard on the Metro Vancouver website.

The Board received the report for information and directed staff to forward a copy to the Province of BC's Ministry of Municipal Affairs, Local Government Division.

E1.3 Metro Vancouver 2040: Shaping our Future - 2020 Procedural Report**RECEIVED**

The Board received for information a report that documented the staffing and resources required to implement, administer, and amend the regional growth strategy, and provided an annual procedural reporting on the operational performance of the Regional Planning Division.

E1.4 Metro Vancouver Growth Projections Methodology Report**RECEIVED**

Metro Vancouver has updated the regional population, dwelling unit, and employment projections in collaboration with member jurisdictions to support planning throughout the region. They are provided to TransLink and Metro Vancouver utilities to support capital infrastructure planning and to member jurisdictions and other regional stakeholders to support transportation, housing, and community planning throughout the region.

The *Metro Vancouver Growth Projections Methodology Report* aims to provide details about methods and assumptions utilized in framing the projections. The primary methodological tool used for population projections is a hybrid cohort projection model that combines a standard age-cohort model with adjustments that account for municipal land capacity and policy frameworks.

The Board received the report for information.

E2.1 Metro Vancouver's Climate 2050 Buildings Roadmap**APPROVED**

The Buildings Roadmap is one in a series of 10 *Climate 2050* roadmaps that presents a robust pathway to have a resilient and sustainably powered regional building stock by 2050. Buildings in Metro Vancouver currently contribute about 25 per cent of the region's overall greenhouse gas emissions. The Buildings Roadmap complements the recently adopted *Clean Air Plan* and the buildings-related actions contained therein to meet the region's 2030 greenhouse gas and air quality targets. The roadmap identifies 12 big moves, seven strategies, and 38 actions to reduce emissions, and ensures the region's building stock will be resilient to a changing climate. A draft of the Buildings Roadmap was presented to the Climate Action Committee and Board in March 2021. Staff have since completed engagement and have included a summary of key feedback that has been considered in finalizing the Buildings Roadmap.

The Board:

- a) endorsed the *Climate 2050* Buildings Roadmap as presented as the initial roadmap towards achievement of the *Climate 2050* vision, goals, and targets for greenhouse gas reduction and resilience in the buildings sector;
- b) directed staff to continue working with member jurisdictions and other partners to implement the actions in the *Climate 2050* Buildings Roadmap; and
- c) directed staff to update the roadmap, as needed, in response to changes in science, technology, and policy.

E2.2 Metro Vancouver's Climate 2050 Transportation Roadmap

APPROVED

The Transportation Roadmap is one in a series of 10 *Climate 2050* roadmaps that will guide the transition to a carbon neutral and resilient region by 2050. Transportation is the largest source of regional greenhouse gas emissions, currently contributing over 40 per cent of the region's overall GHGs. The Transportation Roadmap complements the recently adopted *Clean Air Plan* and the transportation-related actions contained therein to meet the region's 2030 greenhouse gas and air quality targets.

The roadmap identifies 13 big moves, six strategies, and 52 actions to significantly accelerate the reduction of emissions and ensure that the regional transportation system is resilient to a changing climate by 2050. A draft *Climate 2050* Transportation Roadmap was presented to the Climate Action Committee and Board in April 2021. Staff have since completed engagement and have included feedback highlights in this report that have been considered in finalizing the *Climate 2050* Transportation Roadmap. The roadmap as presented reflected recent input from the Climate Action Committee.

The Board:

a) endorsed the *Climate 2050* Transportation Roadmap as presented as the initial roadmap towards achievement of the *Climate 2050* vision, goals, and targets for greenhouse gas reduction and resilience in the transportation sector, with the amendments proposed by the Climate Action Committee, including amending:

- Section 1.10 and Section 2.4 to explicitly include various types of e-mobility;
- Section 4.2 to include the impacts on high-volume active transportation routes;

b) directed staff to continue working with member jurisdictions and other partners to implement the actions in the *Climate 2050* Transportation Roadmap; and

c) directed staff to update the roadmap, as needed, in response to changes in science, technology, and policy.

E2.3 Draft Climate 2050 Agriculture Roadmap

APPROVED

This report presents the draft *Climate 2050* Agriculture Roadmap, the next in a series of 10 *Climate 2050* roadmaps that will guide our region's policies and collective actions to transition to a carbon neutral, resilient region by 2050. The draft *Climate 2050* Agriculture Roadmap lays out strategies and actions that will accelerate the transition to a net-zero agriculture sector by 2050 and that support agriculture becoming resilient to the ever-changing effects of climate change that have a direct impact on the health and longevity of farming in this region. Action items in the Agriculture Roadmap, include protecting agricultural land and expanding the use of ecosystem services and regenerative agriculture within farming, to support creating an overall adaptive and resilient food system.

Like the other *Climate 2050* roadmaps, the Agriculture Roadmap is intended to be dynamic, and over time more work will be necessary to identify and undertake additional research and actions to reach our 2030 and 2050 climate targets. To assess resilience of the agriculture industry, further work and research is needed to establish measurable outcomes to quantify and qualify the impact of resiliency and adaptation actions in the *Climate 2050* Agriculture Roadmap.

The draft will inform on-going engagement with the agriculture sector, Metro Vancouver's Agricultural Advisory Committee, and with member jurisdictions with the intent of bringing an updated *Climate 2050* Agriculture Roadmap for endorsement by the MVRD Board in 2022.

The Board authorized staff to proceed with engagement on the draft *Climate 2050* Agriculture Roadmap as presented.

E2.4 Board Appointment of Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update staff appointments as MVRD Board-designated officers under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*, the Environmental Management Act and the Offence Act.

The Board, pursuant to the GVRD Air Quality Management Bylaw and the Environmental Management Act, appointed Metro Vancouver employees Matt Brinkworth and Toby Gritten as officers, and rescinded the appointments of Rick Laird, Robert Kemp and Corey Pinder.

Furthermore, pursuant to section 28 of the Offence Act, the Board appointed Metro Vancouver employees Matt Brinkworth and Toby Gritten for the purpose of serving summons under section 28 of the Offence Act for alleged violations under the GVRD Air Quality Management Bylaw; and rescinded the appointments of Rick Laird, Robert Kemp and Corey Pinder.

E3.1 TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design

APPROVED

The Board approved \$358.48 million in funding from the Greater Vancouver Regional Fund for the following transit projects proposed by TransLink in its application for federal gas tax funding:

1. Marpole Transit Centre – Implementation
2. 2023 Conventional Bus – Replacement
3. 2023 HandyDART Vehicle Purchase – Replacement
4. 2023 Community Shuttle Purchase – Replacement
5. Next Generation SeaBus Design

E4.1 [Invest Vancouver] Clean Transportation: Findings and Actions to Strengthen the Sector in the Metro Vancouver Region

RECEIVED

This report presents an overview of the categories and competencies in the sector, an analysis of the challenges faced by firms in the region, and recommended policies and actions to support and grow the sector.

The key to the clean transportation sector is talent: the firms in the sector overwhelmingly report that they are present in the region because of the collected knowledge and experience in the workforce. That talent is developed, supported, and supplemented by strong ties to research universities, incubators, and accelerators.

In the clean transportation sector as a whole, the most pressing challenges revolve around delays and uncertainty related to permitting and the general lack of available industrial land. These obstacles need to be urgently addressed as their persistence risks seeing growing, successful firms unwilling to invest further in the region or leaving entirely when they cannot find suitable space.

The Board received the report for information.

E4.2 [Invest Vancouver] Communications and Social Media Update

RECEIVED

On September 24, 2021, Metro Vancouver's Regional Economic Prosperity Service rebranded as Invest Vancouver. Launch activities included a media release, a targeted e-mail campaign to drive traffic to the new Invest Vancouver website, a presentation at a Greater Vancouver Board of Trade event, an announcement related to a workforce development initiative, and social media posts. Between September 27 and October 27, the new website (investvancover.ca) received 2,331 visits from 1,535 unique visitors, posts on social media have been viewed 19,468 times, and 10 earned media articles have referenced Invest Vancouver.

While the official launch of the brand occurred over a two-week period, the brand will continue to evolve going forward. Staff will continue to seek feedback from the Invest Vancouver Management Board and Regional Economic Prosperity Advisory Committee and ensure the brand and website best positions the region to a global audience while respecting and highlighting local nuances.

The Board received the report for information.

E4.2 [Invest Vancouver] Strategic Investment Operations Update

RECEIVED

Invest Vancouver had a successful brand launch on September 24, 2021 to establish the region's "front door" to a global investment audience and is actively servicing strategic investment prospects which are considering the region. To ensure the efficacy of regional efforts to service investment prospects (as well as regional business retention) Invest Vancouver is laying the necessary groundwork across three key operational areas to support and enhance the delivery of its strategic investment function:

- 1) Adoption of strategic investment guiding principles
- 2) Implementation of strategic investment key performance indicators
- 3) Activation of a customer relationship management platform

Reports of these three operational aspects were presented to and endorsed by the Regional Economic Prosperity Advisory Committee on October 20, 2021.

The Board received the report for information.

G1.1 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1332, 2021 **APPROVED**

A range of tools, including notices of bylaw violation and municipal tickets, can be used to promote compliance with Metro Vancouver's bylaws. The *GVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* allows contraventions to be addressed through a Notice of Bylaw Violation where enforcement is needed, as an initial enforcement measure. New types of bylaw violations were created with the adoption of *Non-Road Diesel Engine Emission Regulation Bylaw*, which repealed and replaced a previous version of the non-road diesel engine emission regulation bylaw. The proposed amendments to Bylaw 1117 identify the bylaw violations pertaining to non-road diesel engines, for which Notices of Bylaw Violation may be issued and the accompanying penalties

The Board gave first, second, and third readings to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1332, 2021*, then passed and finally adopted said bylaw.

G1.2 MVRD Ticket Information Utilization Amending Bylaw No. 1333, 2021 **APPROVED**

A range of tools, including municipal tickets and notices of bylaw violation, can be used to achieve compliance with Metro Vancouver bylaws. The *GVRD Ticket Information Utilization Bylaw No. 1050, 2006*, as amended, allows offences to be addressed by issuing Municipal Ticket Information (MTI). Officers can consider the use of an MTI where the enforcement matter is serious but where the possibility of a more expedited prosecution is appropriate. New offences were created with the adoption of the *Non-Road Diesel Engine Emission Regulation Bylaw*, which repealed and replaced a previous version of the non-road diesel engine emission regulation bylaw. The proposed amendments to *Bylaw 1050* identify the new offences pertaining to non-road diesel engines, for which an MTI may be issued and the accompanying fine.

The Board gave first, second, and third readings to *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1333, 2021*, then passed and finally adopted said bylaw.

G2.1 MVRD Regional Parks Regulation Amending Bylaw No. 1335, 2021 – Amends Bylaw 1177, 2012 **APPROVED**

This update presents amendments to strengthen regulatory aspects of the *Regional Parks Regulation Bylaw*, including:

- An amendment to make it illegal to both harvest and possess a “natural park feature,” to address the harvesting of edible plants
- An amendment focusing on noise that produces a level of sound that causes a disturbance, to control the public use of portable devices that amplify sound
- A maximum length of stay for the charging of electric vehicles
- Clarity is provided regarding smoking and vaping of cannabis
- The word “child” is added to section 3.7 to clarify the need for parental supervision of all minors

While most fee changes are inflationary increases, a new clean energy discounted rate is proposed to provide filming projects with discounted fees for the reduction or elimination of diesel-fueled power sources.

The Board gave first, second, and third readings to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1335, 2021*, then passed and finally adopted said bylaw.

G2.2 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw 1334, 2021 – Amends Bylaw 1117, 2010 **APPROVED**

A range of tools, including notices of bylaw violation and municipal tickets, can be used to encourage compliance with Metro Vancouver’s bylaws. The *GVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* allows contraventions to be addressed through a Notice of Bylaw Violation where enforcement is needed, as an initial enforcement measure. This amendment updates the bylaw to better align with related amendments to the *Regional Parks Regulation Bylaw No. 1177*.

The Board gave first, second, and third readings to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1334, 2021*, then passed and finally adopted said bylaw.

G2.3 MVRD Ticket Information Utilization Amending Bylaw 1336, 2021 – Amends Bylaw 1050, 2006 **APPROVED**

A range of tools, including education, signage, and notices of bylaw violation and municipal tickets can be used to promote compliance with Metro Vancouver’s bylaws. The *MVRD Ticket Information Utilization Bylaw 1050, 2006* allows contraventions to be addressed by issuing Municipal Ticket Information (MTI). Park officers can consider the use of an MTI where the enforcement matter is serious but where the possibility of a more expedited prosecution is appropriate.

The amendment includes charges associated with five regulatory changes and to better align with related amendments to *Regional Parks Regulation Bylaw No. 1177*.

The Board gave first, second, and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1336, 2021*, then passed and finally adopted said bylaw.

I 1 Committee Information Items and Delegation Summaries **RECEIVED**

The Board received information items and delegation summaries from standing committees.

Regional Planning Committee – November 5, 2021

Information Items:

5.2 Increasing Fines for the Illegal Removal of Trees

At its June 2021 meeting, the Regional Planning Committee directed staff to provide clarity on a recommendation that was passed at a previous Union of British Columbia Municipalities convention, which sought to give municipalities the authority to increase fines for the illegal removal of trees within their jurisdiction, and to report back to the Regional Planning Committee with recommendations regarding further advocacy to the Province.

This report provides background information on the legislation related to ticketing for bylaw offences, the District of West Vancouver's 2016 UBCM notice of motion to increase the maximum fine amount from \$1,000 to \$5,000, and the Province's response advising that the \$1,000 fine amount is intended for relatively minor infractions and that local governments may set larger fines (up to \$10,000) for major infractions prosecuted under the *Offence Act*. An excerpt of regulatory options available to local governments from the recently completed Metro Vancouver Tree Regulations Toolkit is also provided. Given these options and recognizing that each local government determines which tools are best suited for enforcement of their bylaws, this report is provided as information to the Regional Planning Committee.

Climate Action Committee – November 5, 2021

Information Items:

5.4 Managing Metro Vancouver's Corporate Energy and Greenhouse Gas Emissions (2016 to 2020)

Metro Vancouver uses energy to provide services to the region, which generates greenhouse gas emissions, but also produces low-carbon energy for internal use and for sale to others. Metro Vancouver spent nearly \$30 million in 2020 to purchase energy and maintain its energy generation systems. Metro Vancouver's energy use, related GHG emissions, and costs, were up nine per cent, 31 per cent, and 19 per cent respectively in 2020 compared to 2014, while population has grown by 10 per cent. Increases were driven by the need to transport the historic stockpile of land-dried biosolids at Iona Island Wastewater Treatment Plant (WWTP), increased electricity use during the Annacis Island WWTP cogeneration system upgrade, and the installation of larger natural gas burners at the Waste-to-Energy Facility to meet new regulatory requirements. However, the corporate energy management program has resulted in cumulative energy savings of 11,700 GJ and cost savings of approximately \$2.7 million over that same time period. To help manage operating costs and maintain Metro Vancouver's commitment to corporate carbon neutrality, Metro Vancouver is developing energy and GHG emissions targets by service area to continuously improve energy efficiency and enhance renewable energy generation opportunities.

5.7 Air Quality Advisories During the Summer of 2021

Metro Vancouver issued four air quality advisories during the summer of 2021, resulting in advisories being in effect for 10 days: June 26 to 30 (ozone and fine particulate matter), July 30 (ozone), August 1 to 3 (fine particulate matter), and August 12 to 15 (ozone and fine particulate matter). A record-breaking heatwave in late June resulted in high ozone levels not measured in the region since the 1980s and caused an early start to an extremely active wildfire season in BC. During the advisories in August, high levels of fine particulate matter were primarily due to smoke from wildfires burning outside the region.

Significant wildfire smoke impacts in five of the last seven summers demonstrate that Metro Vancouver’s air quality program must continue to adapt to a changing climate that is expected to increase the frequency and severity of both wildfires and heatwaves.

Regional Parks Committee – November 10, 2021

Information Items:

5.2 Regional Parks Plan Update – Research Summary and Draft Plan Content

In March 2021, the MVRD Board authorized staff to proceed with an update of the *2016 Regional Parks Plan*. This report presents the results of research and analysis completed in support of the update, including the results of a public opinion survey.

While the current *2016 Regional Parks Plan* has a primary focus on the protect and connect messaging — “Regional Parks protect natural areas and connect people to nature” — research has focused and identified a need to also strategically focus efforts on the key issues of climate change, social equity, and human health and wellness. These three key areas are highlighted and will be incorporated into the ongoing *Regional Parks Plan* update process. Draft updated *Regional Parks Plan* content is presented in this report for information.

5.6 Crippen Regional Park – Dorman Point Concept

Regional Parks is advancing the design of public access and ecological enhancements in the Dorman Point area of Crippen Regional Park in Bowen Island Municipality. Park improvements will proceed in 2022, following the completion of technical studies, design, and permitting. This report provides the Regional Parks Committee with an update on the project and an overview of the preliminary concept plan.

Mayors Committee – November 18, 2021

Delegation Summaries:

3.1 Les Hagen and Eva Habib, Action of Smoking and Health Canada; Dr. Meena Dawar and Randall Ash, Vancouver Coastal Health; Dr. Ariella Zbar and Gwenyth Dwyne, Fraser Health Authority.

I 2 Storm Impacts Update

RECEIVED

Metro Vancouver Commissioner provided a verbal update about recent and anticipated atmospheric river events, impacts on Metro Vancouver and member jurisdictions and preparations to mitigate the effects of storms and flooding.

Greater Vancouver Water District

E1.1 Greater Vancouver Water District and Member Jurisdictions Water Use by Sector Report 1985 – 2019 **RECEIVED**

The Board received for information, the ninth edition of the *Greater Vancouver Water District and Member Jurisdictions Water Use by Sector Report* (the 2019 report), which presents water consumption statistics from 1985 to 2019 and supersedes all previous editions of the report.

The following summary points are detailed further in the attached 2019 report:

- In 2019, there were 163,080 metered accounts in the GVWD region, representing 36 per cent of total serviced connections and about 50 per cent of total water consumption
- The average annual unmetered flat rate was \$583/year for single-family and \$429/year for multifamily residences
- The 2019 average rate for metered connections was \$1.32/m³, while the calculated average unmetered residential flat rate is \$1.53/m³
- During 2019, the regional water consumption was 393 million m³, an average total water consumption of 425 litres per capita per day. The average residential use was approximately 62 per cent of total consumption or 264 litres per capita per day.

I 1 Committee Information Items and Delegation Summaries **RECEIVED**

The Board received information items from a standing committee.

Water Committee – November 4, 2021

Information Items:

5.1 Water Services Asset Maintenance and Replacement Highlights

Metro Vancouver Water Services has an ongoing asset management program to assess, repair, upgrade, and improve the regional water transmission system as required. A sizeable portion of Metro Vancouver's capital and operating programs focuses on asset maintenance and system upgrades.

Over the past several years, significant progress has been made with respect to this area of work and includes the replacement of aging water mains and water distribution equipment, system optimization, and continued maintenance of infrastructure and equipment. The goal of this work is to identify and upgrade aged components within the water system that may pose a risk so that Metro Vancouver can continue to provide safe, clean drinking water to the region. Given the size and age of the system, Metro Vancouver Water Services will have an increased focus on the asset management program in the coming years and decades.

5.2 Summer 2021 Water Supply Performance

The water supply system performed well during summer 2021 despite unprecedented hot weather conditions and higher than normal water consumption. Metro Vancouver must continue to focus on

conservation initiatives as any sustained decrease in per capita consumption will have positive impacts on both system planning and operation. A sustained reduction in water use will also allow for the deferral of a number of growth-related projects as current assessments indicate that the new infrastructure will only be needed on the current timelines if summertime demand for drinking water continues to increase.

5.3 Regional Water Conservation Campaign and Water Regulations Communications 2021 Results

Metro Vancouver undertakes several communications initiatives annually to ensure water resources are used efficiently throughout the region. Key initiatives in 2021 included communication of the region-wide watering regulations and a regional communications campaign, We Love Water, to increase awareness of Metro Vancouver's water system and the need for residential water conservation. The promotional strategy for both initiatives included broad reach through television, radio, print, and outdoor advertising, as well as targeted and weather-triggered digital tactics. In total, broadcast and digital promotions delivered over 36.6 million impressions with 35 per cent more web visits than 2020, including 9,479 visits to the lawn watering regulation web page, and over 599,000 social media views. Despite the campaign's reach, water use was at a record high in 2021 during the ongoing hot and dry weather. In 2022, Metro Vancouver will re-examine water conservation communications to reflect changes to the Drinking Water Conservation Plan (DWCP). Staff will also communicate that regional decreases in per capita water use have plateaued and that sustained reductions in water demand through good water conservation habits throughout the region could help defer the need for additional water supply projects targeted to meet increased demand related to population growth.

5.5 Watershed Fisheries Initiatives Annual Update

As a component of organizational contributions, GVWD manages and participates in fisheries initiatives both upstream and downstream of the dams that define the three water supply areas in the Capilano, Seymour, and Coquitlam River watersheds. Liquid Waste Services, Regional Parks, Water Services, and other Metro Vancouver departments collectively contribute to Pacific salmon conservation and restoration. GVWD strives to ensure fisheries protection and enhancement initiatives are evaluated, planned and implemented in a manner which consistently meets the *Capilano Seymour Joint Water Use Plan* and the *Board Strategic Plan* goal to work with First Nations and fisheries agencies in supporting the restoration of fish populations in the watersheds while maintaining the delivery of clean, safe drinking water.

Greater Vancouver Sewage and Drainage District

E1.1 Procurement Model for Regional Biosolids Drying Facility

APPROVED

Metro Vancouver is mandated to use liquid waste as a resource and to recover nutrients and energy from biosolids. A biosolids drying facility has been identified as the most viable and cost-effective option to diversify beneficial use markets for the growing quantities of biosolids that will be generated in the region. Dried biosolids pellets can be used either as fuel to replace coal in cement kilns or as an ingredient in blended fertilizer products. A value-for-money analysis compared three procurement models for the regional biosolids drying facility. The analysis concluded that Design-Build-Operate procurement has the lowest cost, with 13 per cent savings compared to Design-Bid-Build.

Third-party operation of the dryer is consistent with current Metro Vancouver practices for biosolids and offers benefits including: having operations expertise at the design stage, incentivizing consistent quality of the product, experienced operators avoiding process upsets, and experience with marketing and sales.

The Board endorsed Design-Build-Operate as the procurement model for implementation of the regional biosolids drying facility.

E1.2 Proposed Capital Investment for Sapperton District Sewer Heat Recovery Project **APPROVED**

Metro Vancouver has the opportunity to reduce greenhouse gas emissions by building sewer heat recovery facilities to support municipal district energy systems. Metro Vancouver's *Climate 2050* strategy includes a target to achieve a 45-per-cent reduction in regional GHG emissions by 2030, from 2010 levels. Sewer heat recovery facilities will provide renewable, fossil fuel-free heat extracted from sewage to residents and businesses in the region. There is enough excess heat in the liquid waste collection system to heat 700 high rise buildings throughout the region. Several sewer heat recovery projects are under development or assessment.

The project will reduce GHG emissions, contributing to the *Climate 2050 Strategy*, as guided by the Liquid Waste Heat Recovery Policy. The investment will be capped at \$18 million, which is based on the value of the anticipated GHG reductions over the life of the project. Actual project costs are expected to be within the range of \$4 to \$14 million depending on the level of investment and asset ownership by Metro Vancouver. Metro Vancouver will receive carbon credits based on relative costs incurred by both parties, which will contribute toward Metro Vancouver's goal of carbon neutrality.

The Board authorized expenditures up to \$18 million for the Sapperton District Sewer Heat Recovery project and directed staff to enter into contract negotiations with the City of New Westminster for the sale of sewer heat.

E1.3 Award of Contract for Phase A, Resulting from RFP No. 20-358: Engineering Services for Annacis Island Wastewater Treatment Plant Stage 5 Expansion Trickling Filter Pump Station and Trickling Filters – Detailed Design and Construction Engineering Services **APPROVED**

A Request for Proposal (RFP) No. 20-358 was issued to four pre-qualified consultants for engineering services for Annacis Island Wastewater Treatment Plant (AIWWTP) Stage 5 Expansion Trickling Filter Pump Station and Trickling Filters. It closed on February 26, 2021. The RFP included three separate work scopes, for design services, construction coordination, and for project management services. The latter two are addressed under separate cover. The design services include three separate phases — namely preliminary and detailed design, services during construction, and services post construction.

The Board approved the award of a contract for an amount of up to \$24,801,041 (exclusive of taxes) to Brown and Caldwell Consultants Canada Ltd. for Phase A, preliminary and detailed design services resulting from Request for Proposal No. 20-358: engineering services for Annacis Island Wastewater Treatment Plant Stage 5 Expansion Trickling Filter Pump Station and Trickling Filters, subject to final review by the commissioner.

E1.4 Award of Contract Resulting from RFP No. 20-358: Engineering Services for Annacis Island Wastewater Treatment Plant Stage 5 Expansion Trickling Filter Pump Station and Trickling Filters – Construction Control and Safety Coordination and Project Management and Technical Support Services **APPROVED**

A Request for Proposal (RFP) No. 20-358 was issued to four pre-qualified consultants for engineering services for Annacis Island Wastewater Treatment Plant (AIWWTP) Stage 5 Expansion Trickling Filter Pump Station and Trickling Filters. It closed on February 26, 2021. The RFP included three separate work scopes, for design services, construction control and safety coordination (construction coordination), and project management and technical support (project management). The design services are addressed under separate cover. CDM Smith Canada ULC was ranked highest overall for both construction coordination and project management scopes of services.

The Board approved the award of a contract for an amount of up to \$17,802,757 (exclusive of taxes) to CDM Smith Canada ULC, resulting from Request for Proposal No. 20-358: engineering services for Annacis Island Wastewater Treatment Plant Stage 5 Expansion Trickling Filter Pump Station and Trickling Filters for the construction control and safety coordination and the project management and technical support services work scopes, subject to final review by the commissioner.

E1.5 Award of Contract Resulting from Request for Proposal No. 20-345: Construction Services for the Burnaby Lake North Interceptor No. 2 – Winston St Phase 2 Trenchless Section **APPROVED**

The Burnaby Lake North Interceptor No. 2 Project consists of supply and installation of approximately 2.9 kilometers of 2.1-metre-diameter plastic-lined reinforced concrete sewer pipe (installed by microtunneling) and ancillary works. The Pomerleau Bessac Infrastructure (Pomerleau) submission was the strongest technical submission. They have a thorough and comprehensive work plan and understanding of the issues and challenges, and an exemplary team who are more than capable of successfully delivering this project. Pomerleau are currently completing the Annacis Island wastewater treatment plant outfall project, and have shown themselves to be a responsible and responsive contractor. They have been a collaborative partner who proactively addressed the project challenges.

The Board approved award of a contract for an amount up to \$62,942,479.02 (exclusive of taxes) to Pomerleau Bessac Infrastructure resulting from Request for Proposal No. 20-345: construction services for the Burnaby Lake North Interceptor No. 2 – Winston St Phase 2 Trenchless Section, subject to final review by the commissioner.

E2.1 Iona Island Wastewater Treatment Plant Projects – Revised Design Concept

APPROVED

The Board endorsed the revised design concept for the Iona Island Wastewater Treatment Plant projects as presented, directed staff to finalize the project definition report for Board approval in March 2022, and directed staff to host a joint meeting between the GVS&DD Board, Finance and Intergovernment Committee, the Mayors Committee, the Liquid Waste Committee, and Regional Parks Committee, including representatives from the Vancouver Sewerage Area and other advisory bodies, to fully consider and receive information on the project including the costs.

E3.1 Report from Solid Waste Management Plan Independent Consultation and Engagement Panel

RECEIVED

The Board received for information from the Solid Waste Management Plan Independent Consultation and Engagement Panel, which provided an evaluation of the pre-engagement work and responds to staff's proposed public engagement program.

The panel was established by Board in 2020 to act as an independent third party advising staff and the Board on consultation and engagement.

E3.2 Solid Waste Management Plan Engagement

APPROVED

Regional districts are required by the Province to develop plans for the management of municipal solid waste and recyclable materials. An updated solid waste management plan will guide the region's policies and collective actions over the next decade and beyond, and engagement is critical to its success.

The proposed public engagement program outlines:

- a transparent, inclusive, and responsive engagement
- equitable opportunities for Indigenous peoples, stakeholders, and communities of interest to participate and provide feedback
- methods to increase accessibility and engage underrepresented and equity-denied communities
- an expected timeframe of two to three years

While Indigenous peoples will be invited to participate in all public engagement activities, a separate Indigenous engagement strategy will be implemented. To deliver a robust engagement some new elements have been put in place including an Independent Consultation and Engagement Panel to guide the development and implementation of the public engagement program and a pre-engagement phase to help shape the engagement process.

The Board approved the solid waste management plan public engagement program as presented.

E3.3 Solid Waste Management Plan Public/Technical Advisory Committee**APPROVED**

The Board approved the terms of reference for the solid waste management plan public/technical advisory committee with the following key elements:

- a single public/technical advisory committee
- a broad list of potential sectors/interests with representatives to be included in the committee
- personal characteristics to be used to recommend committee members to the GVS&DD Board
- a call for applications for committee members, with targeted recruitment of individuals from typically underrepresented or equity-denied communities
- chair and vice-chair positions to be Zero Waste Committee members

E3.4 Regionally Harmonized Approach to Municipal Single-Use Item Reduction Bylaws**APPROVED**

A harmonized approach to single-use item reduction bylaws is important to reduce confusion for residents and improve efficiencies for businesses. A proposed regionally harmonized approach includes:

- bans on plastic checkout bags, stir sticks, drinking straws (except straws required for medical or accessibility needs), and foam service ware containers
- minimum fees that the businesses keep for recycled paper bags and reusable bags
- alternatives to plastic straws and all utensils only provided on a by-request basis
- reporting on the distribution of regulated bags on a by-request basis

The regionally harmonized approach was developed through iterative engagement with member jurisdiction staff and industry stakeholders. Various revisions to the harmonized approach were made following feedback from municipal staff and industry. Both municipal staff and industry were supportive of a regionally harmonized approach.

The Board approved the following regionally harmonized approach to municipal single-use item reduction bylaws:

- ban on plastic checkout bags with prescribed minimum fees for recycled paper bags and reusable bags
- ban on polystyrene foam service ware containers
- ban on plastic drinking straws not required for medical and accessibility needs with alternatives such as paper drinking straws provided only on request by the customer
- ban on plastic stir sticks with all other utensils provided only on request by the customer

Furthermore the Board resolved to write the Minister of Environment and Climate Change Strategy requesting that municipalities be authorized to require businesses to charge prescribed minimum fees for single-use cups.

E3.5 Waste-to-Energy Facility – Primary Economizer Replacement**APPROVED**

The Metro Vancouver Waste-to-Energy Facility was commissioned in 1988 and consequently regular replacement of infrastructure is required for continued efficient operation of the facility.

The primary economizers (key components of the energy recovery system) were installed in 2006 and their replacement is required to ensure the facility continues to maximize waste processing and power production, while minimizing downtime due to mechanical issues.

The existing agreement allows for Covanta to undertake maintenance and replacement work for the upkeep of the facility. Covanta uses a process which meets the rigorous requirements of the Metro Vancouver procurement process and has resulted in a preferred proponent that provides best value to the corporation. Funding for the work is included in the Solid Waste Services 2022 capital budget.

The Board authorized an amendment to the existing contract with Covanta Burnaby Renewable Energy, ULC for the primary economizer replacement project at the Metro Vancouver Waste-to-Energy Facility in an amount of up to \$5,436,568 (including PST, but excluding GST), subject to the final review by the commissioner.

E3.6 Waste-to-Energy Facility Biosolids Processing System

APPROVED

Using the Waste-to-Energy Facility to process up to 25,000 tonnes per year of biosolids will help diversify options for biosolids management as quantities increase with the development and upgrading of regional wastewater treatment plants. Managing biosolids at the Waste-to-Energy Facility will increase its processing capacity and electricity production, and improve operations. Covanta, the Waste-to-Energy Facility operator, would construct the biosolids system to ensure coordination with facility operations. Covanta would use transparent procurement processes with oversight by Metro Vancouver. The capital and operating cost of processing biosolids will be paid by Liquid Waste Services on a cost-recovery basis. The project capital cost, including biosolids management systems along with additional Waste-to-Energy Facility improvements to be completed in parallel, are up to \$22 million. The cost of managing biosolids at the Waste-to-Energy Facility is comparable to other options for biosolids management, and is included in the Liquid Waste and Solid Waste capital and operating financial plans.

The Board authorized the construction of a biosolids processing system for the Waste-to-Energy Facility at a cost of up to \$22 million.

NOTICE OF MOTION

APPROVED

Director Harvie provided the following Notice of Motion on September 24, 2021 for consideration:

Coordinated Review and Environmental Management of the Fraser River Estuary and Salish Sea

WHEREAS the Fraser River Estuary Management Program and the Burrard Inlet Environmental Action Program were discontinued on March 1, 2013;

AND WHEREAS since that time there has not been a coordinated approach to the environmental management of the Fraser River and Salish Sea;

AND WHEREAS there have been a number of major projects recently approved or proposed that will affect the Fraser River and Salish Sea including the Trans Mountain Pipeline Expansion, Roberts Bank Terminal 2, Tilbury Marine Jetty, and Vancouver Airport Fuel Delivery Project, among others;

AND WHEREAS local governments within Metro Vancouver and Indigenous groups have expressed ongoing concerns regarding environmental impacts of these projects, including those related to increased marine traffic and the overall cumulative effects on the Salish Sea and Fraser River estuary;

THEREFORE BE IT RESOLVED that the federal government be requested to establish an independent body to lead a coordinated approach to environmental management and project review within the Fraser River estuary and Salish Sea with a mandate to conduct a regional impact assessment and to develop a long-term environmental management plan to guide further conservation efforts and sustainable development in the region.

The Board approved the motion as presented.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from standing committees.

Liquid Waste Committee – November 4, 2021

Information Items:

5.3 Waste-to-Energy Facility Biosolids Processing System

Using the Waste-to-Energy Facility to process up to 25,000 tonnes per year of biosolids will help diversify options for biosolids management as quantities increase with the development and upgrading of regional wastewater treatment plants. Managing biosolids at the Waste-to-Energy Facility will improve operations and increase its processing capacity and electricity production. Covanta, the Waste-to-Energy Facility operator, would construct the biosolids system to ensure coordination with facility operations. Covanta would use transparent procurement processes with oversight by Metro Vancouver. The capital and operating cost of processing biosolids will be paid by Liquid Waste Services on a cost-recovery basis. The project capital cost, including biosolids management systems along with additional Waste-to-Energy Facility improvements, to be completed in parallel, are up to \$22 million. The cost of managing biosolids at the Waste-to-Energy Facility is comparable to other options for biosolids management, and is included in the Liquid Waste and Solid Waste capital and operating financial plans.

5.5 Integrated Liquid Waste and Resource Management Plan - Early Engagement and 2019-2020 Biennial Report Feedback

This report summarizes the early feedback from Phase 1 engagement on the *Integrated Liquid Waste and Resource Management Plan* review and update, and feedback on its *2019-2020 Biennial Report*.

Staff have been engaging member jurisdictions through presentations to, and discussions with, advisory committees before and since the engagement strategy for the plan review and update was approved by the Province in March 2021. Early comments received reflect a desire to ensure affordability for wastewater services, protect our local waters, and streamline reporting processes. Feedback from the email submissions regarding the *2019-2020 Biennial Report* include concern with pollution from the Iona Island Wastewater Treatment Plant, marine contamination from vessels, and a desire for more collaboration with First Nations particularly on opportunities for innovation and revenue generation.

Phase 1 engagement on the plan includes a review of the 2011 plan and identifying a vision and guiding principles for a new plan. Phase 1 findings, including upcoming public and Indigenous Nations engagement, will be reported to the Liquid Waste Committee, GVS&DD Board, and Ministry of Environment and Climate Change in early 2022. Submissions received on the *2019-2020 Biennial Report* and Metro Vancouver's responses to the issues raised will be forwarded to the Ministry of Environment and Climate Change Strategy.

Zero Waste Committee – November 17, 2021

Information Items:

5.7 2020 Solid Waste and Recycling Annual Report

In 2020, Metro Vancouver's solid waste system experienced a shift in waste and recycling from the commercial/institutional sector to the residential sector. These impacts are likely associated with the temporary closure of some businesses and institutions, the shift to online work and learning, and more time spent at home during the COVID-19 pandemic. In 2020, the region's recycling rate increased one per cent from 63 per cent to 64 per cent, while the per capita disposal rate decreased by 0.03 tonnes from 2019 to 0.45 tonnes per capita. The recycling rate rise was primarily due to increased recycling in the residential sector and decreased disposal in the commercial/institutional and construction and demolition sectors.

The COVID-19 pandemic may have also led to an increased use of single-use items including packaging, and plastic products. Recycled tonnages for the material types associated with packaging and paper products increased. Increased quantities of recycled packaging and other single-use products highlight the importance of waste reduction initiatives such as the Superhabits campaign, promoting single-use item reduction, and the Create Memories, Not Garbage campaign.

5.8 Ecowaste Landfill Agricultural Land Commission Application

Ecowaste Industries Ltd. (Ecowaste) operates a landfill within the Agricultural Land Reserve (ALR) under a non-farm use authorization issued by the Agricultural Land Commission (ALC). Ecowaste is the primary in-region construction and demolition waste disposal facility and is currently permitted to operate within the ALR until 2035. The ALC denied Ecowaste's application to extend landfill operations to 2055 due to the recent approval of the *Agricultural Land Reserve Use Regulation* prohibiting construction and demolition waste fill within the ALR. The City of Richmond requested a reconsideration of the ALC decision, but that request was denied.

Ecowaste has asked the Ministry of Agriculture to exempt existing permitted landfills from the requirements of the new regulation, and has requested Metro Vancouver support that request. Although the ALR protects agricultural lands, a goal supported through *Metro 2040*, the regional growth strategy, Metro Vancouver has no authority with respect to ALC decisions, and as such staff recommend that Metro Vancouver take no position with respect to Ecowaste's request to the Ministry of Agriculture.

I 2 GVS&DD Tipping Fee Bylaw – Flood Disaster Response

APPROVED

The Board approved providing staff authority to relax Tipping Fee Bylaw provisions in response to the flood disaster. The resolution provides staff the authority to revise fees and requirements related to flood disaster waste. Any changes would be communicated through the Metro Vancouver website and reported back to the Board.

Metro Vancouver Housing Corporation

No open agenda items.